

**Wings  
of Rogallo**

# FLIGHTLINE

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**WOR & USHPA NEWS  
POST-STORM SITE CONDITIONS  
LAST CHANCE FOR MORI POINT  
IN MEMORY OF JUAN LAOS  
TRAVEL & COMP SPOTLIGHT**

PHOTO FROM WADE TAYLOR | WOR IN ROLDANILLO

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# WOR NEWS

## DRYING OUT

If you're a sucker like me, you spent much of January inside inspecting your gear, grumpily checking FlyXC.app to see your fellow members' tracks in warmer, sunnier places, and soberly replaying every decision that led to you deciding not to pull the trigger on the plane ticket.

Inter-frontal days in the first half of the month provided soggy sledders at Ed Levin despite road closure on Calaveras Road due to mudslides. Conditions were gusty if not blown out. Park officials opted to close Mission Peak Regional Preserve; rumors of citations for jumping the gate kept pilots from venturing into the park.

The skies largely cleared for the latter half of the month, resulting in reopened parks and shocking-green vistas for mud-resistant hikers. Per the site reports in following pages, damage sustained to the 1750' road at Ed Levin will require significant effort and coordination with the park to repair.

In the meantime, pilots scored ample sledders and lightly lofty flights from both Ed Levin and Mission. A few west days allowed strong soaring opportunities from Stables. The outlook for the first half February is more promising than last month - previous years have seen the first decently stay-uppable days of the year in February. Hope to see you all in the air accordingly!

## UPDATES FROM USHPA

In January, all USHPA chapters received information from USHPA regarding future updates to chapter renewal rates. The projected increases to liability insurance costs for chapters is significant. WOR executives feel it's important to maintain transparency to members as the club faces the potential changes. Read the email to sent to all chapters [here](#). Please reach out to an officer with any questions.

# POST-STORM SITE CONDITIONS REPORT

January's atmospheric river and near-relentless storms left behind saturated ground and unstable earth. Damage to and closures of parks around the Bay Area have impacted access to our flying sites. The below reports from our site chairs are up to date as of 1/27/23.

## ED LEVIN

Roads to 300' and 600' launches are open; 1750' launch road currently closed (to vehicles - hiking OK). Timeline for road opening is currently uncertain; Clemence is working with the park as they assess damage and develop a plan for repair.

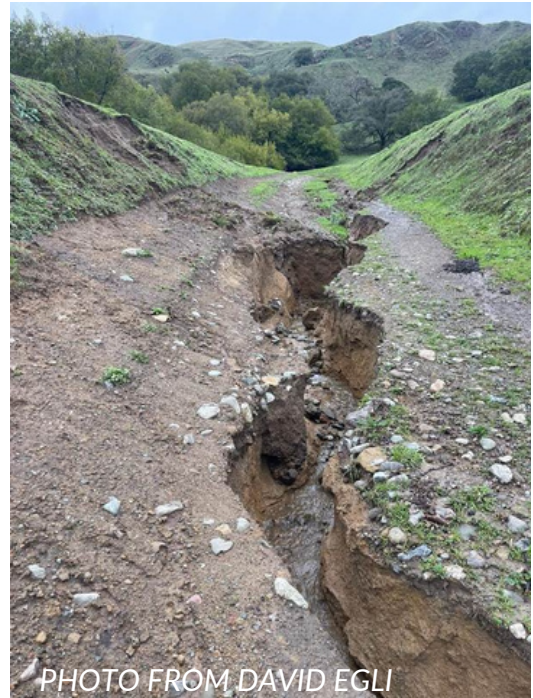


PHOTO FROM DAVID EGLI



PHOTO FROM PETER KUNKEL | MISSION LAUNCH;  
HIKEABLE BUT MUDDY

## MISSION

Road to Mission launch is currently open.

# POST-STORM SITE CONDITIONS REPORT CONT'D

## WINDY HILL

Business as usual - minor erosion to the hiking trail, but otherwise accessible, open, and in good shape.

## STABLES

Stables remains accessible; no collapses to walk-in have occurred.

*Impressive slides along the coastline after the extended rain, like this one near Mussel Rock, resulted in severe damage and erosion to already unstable cliffs. Use caution.*

## DIABLO

No updates at this time.

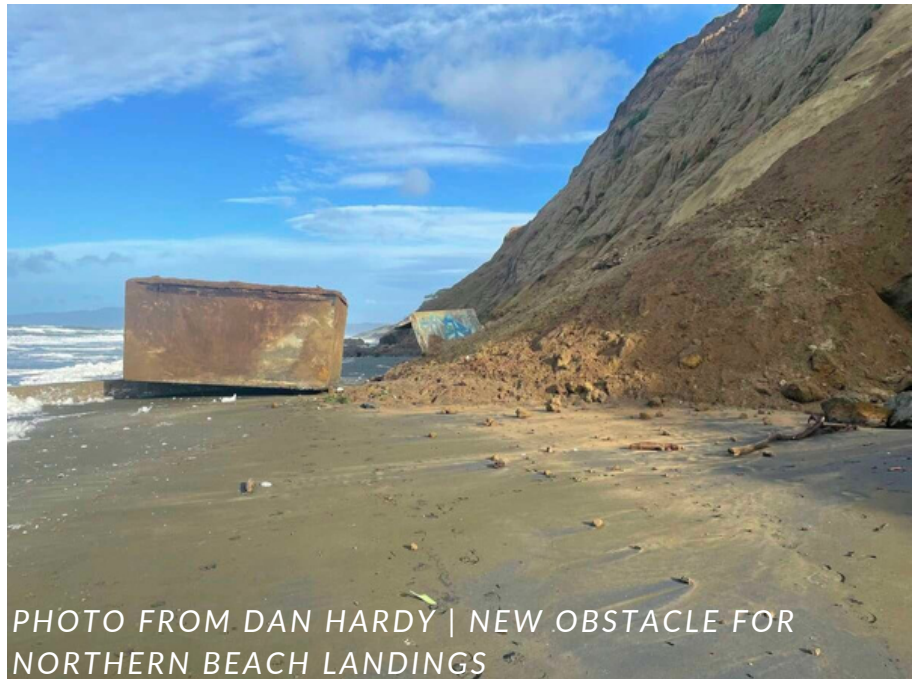


PHOTO FROM DAN HARDY | NEW OBSTACLE FOR  
NORTHERN BEACH LANDINGS

## MORI POINT

**LAST CHANCE FOR MORI POINT** - following member comment period and board vote in November 2022, Mori Point's site insurance will not be renewed and will no longer be a WOR site starting 3/1.

# IN MEMORY OF JUAN LAOS

We are sad to have learned that Juan Laos passed away several days ago. Juan was the past president of WOR, and was a former member of the Mission Ridge site committee. Juan played a pivotal role in modernizing the club's operations several years ago, in the early days of the pandemic. Juan was a USHPA Paragliding Tandem Administrator, Advanced Instructor and Examiner, and ran the Advanced Paragliding school for many years. We offer our condolences to Juan's family, friends, and loved ones. May his spirit soar high above the clouds!



PHOTO COURTESY OF ROB BLACK

# TRAVEL LOG: COLOMBIA IN JANUARY

## PHAEDRA CARUSO-RADIN



PHOTO COURTESY OF SCOTT WILLIAMS | PHAEDRA OVER ROLDANILLO

Ahhh, Roldanillo, Colombia – my happy place for flying and 2023 marks my 3rd year returning. Upon arriving to the town square (an easy 2-hour van or taxi from Cali airport) I am welcomed by the usual sights and sounds – the “pineapple guy”, the mango and lime stand, the line of motos kept cool by their blankets of cardboard, the “beep-beep” of car and moto horns that I once heard as jarring and now recognize as the melody of the streets. The familiar faces and warm smiles of our hotel staff soothe me, and I unpack my gear and set up my charging station, excited about the adventures ahead.

And adventures are what “Rolda” offers in abundance - it is not just the flying, but also all that surrounds it. Paragliders from around the world flock to this affordable and friendly place for the consistent and reliable conditions, “fat and juicy” thermals, ease of launch and retrieve, and the large ridge and valley playground. In the morning the square teems with pilots meeting friends, seeking breakfast, and locating their transportation for the day. With old or new friends, you can share a taxi (\$3pp if split 3 ways), or jump into a jeep or truck specifically designed for hauling gear and people up the hill (~ \$2.25pp at the time of this writing). Travel time is approximately 25 minutes depending on driver and road conditions. There are several launches from which to choose. Primary is Aguapanela: large, east facing, with a small café, wing fluffers, 2 bathroom stalls, and a covered area to duck under in case of rain.

El Trebol (a newer launch) offers a covered area with smooth cement tables and floors where they prefer pilots to set up and do checks before venturing onto the launch area (so civilized!), bathrooms, and a small cafe. This launch is further down the hill and thus often offers the ability for an earlier launch. There is also the power tower and Tanques, neither have I personally used. Up the valley there are additional launches to explore. Launches seem to be consistent in their fee of 10 mil pesos.

I find there is a rather consistent rhythm to the Aguapanela launch, at least when I have visited. Early, there are often a few bold pilots who launch into the cloud which blankets launch and the area directly facing. Then there is a brief clearing, encouraging the second wave of pilots. Then the same repeats – cloud then clearing. Right before the second clearing the launch activity goes from muted to beehive. What's the word from the ridge? How are the winds? Has the valley heated enough? Often loose plans are made, with expectation of route changes dependent on conditions.

Often a north or south route is chosen, with staying in the mountains until the flats warm sufficiently to offer lift and seemingly endless itineraries. The Pacifico winds often move in later in the afternoon. However, by then pilots are usually on the other side of the valley and it is easy to see indications such as clouds rolling over the west mountains and smoke starting to flatten in the valley. While one should learn about the “difficult retrieve zones” – which often means a long hike out rather than significant safety issues – even pilots new to XC are likely to be able to find adequate LZ's. New adventures await after landing.



PHOTO FROM PHAEDRA CARUSO-RADIN



Generally, it is easy to find an inexpensive bus, a taxi, a car with a friendly local, or the back of a moto for a ride back to town. However, it could be the back of a manure truck (thankfully, the manure was bagged), a horse and buggy, or a mix of usual and unusual options. Many times, you will find children willing to help pack your wing, carry your gear, and help direct you out of the field for a few pesos, or candy/ice cream/soda. Some pilots even carry small toys for something new and different.



Upon returning “home,” it's time to drop gear, freshen up, review flights and the day's fun with my travel buddies, and meet friends for a snack in the square (fresh-made potato chips or helado perhaps?), and share a fruit-based beverage or possibly a limonada de coco (with or without rum) with friends before deciding on a place for dinner. Eat, sleep, and repeat. Colombia is a beautiful and simple place (read: don't always expect warm water in your shower, shower heads, or food/drinks to arrive promptly at your table, for example), with friendly and resourceful people. For me, flying in Rolda has truly advanced my flying skills and allowed – even encouraged – me to challenge myself in a variety of ways. Each year I feel I grow more as a pilot within this playground. Some days one can fly for hours, and on others even experienced pilots find themselves dirtling early – but either way, there is adventure to be had. I hope to see you there in January or February, for years to come.

**CONGRATULATIONS TO ALL PILOTS WHO  
PARTICIPATED IN JANUARY COMPS!**

**WISHING ALL MEMBERS A DRY & LIFTY FEBRUARY**



PHOTO FROM PETER KUNKEL | SMOOTH VERY LIGHT 0.2-0.5M/S THERMALS TO START THE YEAR

## **WANTED: YOUR FEEDBACK!**

**WHAT DO YOU WANT TO SEE?** The *Flightline* Newsletter invites all WOR members to comment on and contribute to club publications. This opportunity extends to pilots of all ages, levels of experience, and wing types. Do you have a story you'd like to tell or a topic of interest you'd like to see covered? Did you take a photo you're proud of? We'd like to share it!

**SUBMIT COMMENTS, ARTICLES, OR PHOTOS TO  
EDITOR@WINGSOFFROGALLO.ORG**

ALL CONTENT SUBJECT TO REVIEW